

road Administration, but they will amount to almost \$45,000,000 a year, according to the best estimate, as compared with the \$165,000,000 demanded. The maximum increase demanded was 27 cents an hour, or almost 50 per cent, for car repairers and car inspectors. They were given the largest increase of any other craft, 9 cents an hour. This was done to bring their wages up on an equitable basis with the other shop employees.

The National Union of Shop Employees claim a membership of approximately 500,000 in the United States. The best estimate of the number of men actually employed in the railroad shops, however, runs considerably under this figure. With 400,000 men actually employed each on an eight hour basis the wage increase would total \$128,000 a day on all of the railroads of the country, figuring a four cent advance an hour for all of them and leaving out the additional 5 cents an hour granted car repairers and inspectors.

The increases granted will put the shop employees on a general basis of 72 cents an hour for an eight hour day. The general rate for men in similar employment in private industries, outside of navy yards, shipyards and war plants, is something like 71 cents an hour.

Assured That Word Is Final. After their lengthy conference at the White House, the union leaders, headed by Mr. Jewell, called upon Director-General Hines. They asked him if the word given them by the President was final. The Director-General told them that it was absolutely final. In answer to further questions he made it clear that nothing further could be said or done.

Interest centres on the return of Samuel Gompers, president of the American Federation of Labor, from Europe to-morrow. Shopmen officials are expected to confer with him before announcing future action.

It is apparent that all negotiations are concluded and the issue is squarely between the Administration and the public on the one hand and the shop employees on the other.

Mr. Jewell refused to make any comment, as did the other leaders, when they left the White House, and later when they left the Railroad Administration in answer to an inquiry Mr. Jewell queried in return, "What can we say?"

His only statement was that in due course a formal statement would be prepared and given to the public. There was very little possibility of its being prepared before to-morrow, he said, and possibly not then.

Report of Mr. Hines.

Director-General Hines's report and recommendations were approved in full by the President. Mr. Hines said that in view of the importance both to the railroad employees and to the public of the wage demands of the shop employees, and in view of the intimate relationship between the subject and the all important subject of the cost of living, I feel it my duty to make this report to you for action by you if you wish to take personal action in regard to it.

"The responsibility rests upon me to decide upon its merits the claim of the railroad shopmen for the following increases in wages:

Now receiving	Proposed	Increase
Mathematicians	80	10
Toolmakers	80	10
Blacksmiths	80	10
Riveters	80	10
Electricians	80	10
Painters	80	10
Car repairers	80	10
Car inspectors	80	10

"This demand was considered by the board of railroad wages and working conditions, a board constituted last year by the Railroad Administration to consider wage matters, and consisting of representatives of labor and three representatives of the Government. On the question of any general increase to the shop men the board divided equally, the three labor members favoring an increase to a basis of 80 cents and the three management members opposing any general increase whatever, although expressing the opinion that unless the cost effect was controlled there would need to be a further general increase in wages.

First Division in the Board. "This is the first time when this board has thus divided on the question of a general wage increase presented to it. In every other case the board has been in agreement upon the proposition that there ought to be a general increase, although in some cases its members have been slightly apart as to the extent of the general increase. In this case three members of the board, who in all other cases have been in favor of a general increase, have thus opposed any increase whatever for the entire class of employees.

"I believed it would be more satisfactory both to the employees and to the public to have this grave problem considered and disposed of by a commission created by new legislation. Recommendation to that effect was submitted to the appropriate committees of the Senate and the House, but the unanimous adverse action of the Senate committee made it clear that such a course would not be pursued.

"It is also true that the employees themselves vigorously objected to my suggestion and insisted that the matter should be decided by me.

"Since the subject must be dealt with and no other method has been or is to be provided, it follows that it must be dealt with by the Director-General under the powers conferred upon the President by the Federal control act, and this must be done without the aid of any action by the Congress.

"I approach this matter with the clearest conviction that the railroad must be conducted now and for all time in the future in such a way as to give the railroad employees an adequate compensation and a liberal share in the re-

Hundred Thousand Dollar Loss! Paid in 15 Minutes!

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NATIONAL SURETY COMPANY
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August 13, 1919.
RICHARD WHITNEY & CO.
14 Wall Street, New York, N. Y.
Dear Sirs:
Your claim for \$100,000 under our blanket bond on account of your reported loss of \$174,000 in Liberty Bonds, was received at this office by me at 12.35 P. M. today, and as it is our custom to make prompt settlements, we take pleasure in handing you herewith, by return bearer at 12.50 P. M., our check for the full amount of the bond, namely \$100,000, in complete settlement of all claims you may have against this Company under such bond.
Very truly yours,
WM. B. JOYCE,
President.

RICHARD WHITNEY & CO.
MEMBERS NEW YORK STOCK EXCHANGE
14 WALL STREET
NEW YORK
August 13th, 1919.
WILLIAM B. JOYCE, Esq.
President, National Surety Company,
115 Broadway, New York City.
Dear Sir:
We wish to acknowledge receipt of your check for \$100,000, in payment of our claim on account of loss of Victory and Liberty Bonds.
We wish to express to you our thanks for the remarkably quick settlement in practically fifteen minutes, and also to thank you for giving this your personal attention, which reflects great credit on the management of your Company in the settlement of claims.
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A differential under the rates paid in other private industries. This question, however, need not be decided, because the decision made below will make the rates for the railroad shop employees, if anything, of average rates shown in the evidence thus obtainable from the Department of Labor for private industries.

Railway Charges Are Fixed. "In making comparisons for work of similar character between wages in the railroad industry and wages in private industries, due consideration must be given to the fact that private industries are frequently able to increase their prices to the public without difficulty, and more than offset, in increases in wages, so that to a very considerable extent the wages fixed in private industry are fixed without any regard to the cost of living. The railroad, however, whether public or private, cannot so increase its prices. It is, therefore, its transportation rates, except with the sanction of public authority.

"So the question must be viewed from the standpoint of the employees. This necessitates the most careful scrutiny of rates of pay which have been fixed by industry, and the most careful scrutiny of the rates of pay in the railroad industry. The rates of pay in the railroad industry are not subject to public control. Of course the wages paid railroad employees must be not only reasonable in themselves, but reasonably satisfactory to the employees, and necessarily the general average rates normally paid elsewhere in permanent private industries for similar services are an important factor in the consideration of the rates of pay in the railroad industry. But the distinguishing conditions must never be ignored.

Cheaper Production First Duty. "The further claim is made that the cost of living has increased. In a letter of August 5, 1919, signed by the executives of the six railroad shipmen's organizations, and also by the executives of the eight other organizations of telegraphers, maintenance of way men, clerks, the proposition is laid down that railroad employees are entitled to compensation which will, at least, reestablish the pre-war purchasing power of their wages.

"The way to reestablish the pre-war purchasing power of wages is to reduce the cost of production and not to increase it.

"The Government is now taking vigorous steps to reduce the cost of living and in meeting with gratifying progress. This great work would be assisted if not defeated through the present adoption of the policy of moving up wages so as to reflect fully what is probably the highest cost of living in the country. Such a movement would tend to increase still further the cost of living and injure every workingman as well as every other person in this country.

"In a statement presented to the President on July 30 W. S. Stone, president of the Brotherhood of Locomotive Engineers.

We believe the true remedy for the situation and one that will result in lifting the burden under which the whole people are struggling is for the Government to take some adequate measures to reduce the cost of the necessities of life to a figure that the present wages and income of the people will meet. Should this not be considered feasible, we will be forced to urge that those whom we represent be granted an increase in wages to meet the deterioration of the purchasing power of the dollar, be that what it may, which can be easily determined by competent authority.

Unfair to General Public. "W. G. Lee, president of the Brotherhood of Railroad Trainmen, in a summary of a statement made by him before the board of railroad wages and working conditions, and given to the press by him on July 31, stated that an increase in wages was not the proper solution of the present economic stress under which working men are laboring because they will be followed by new increases of cost of everything which would more than absorb the additional pay.

"Therefore believe it would be unfair for the general public, subservient of the efforts which the Government is making to reduce the cost of living, and injurious to railroad employees themselves, for the Railroad Administration at this time to adopt the principle of moving up wages of all railroad employees so as to reflect the highest point reached in the high cost of living.

"Such action would mean inevitably an increase in freight rates, which would stimulate an increase in the cost of everything consumed by the public, and would give innumerable pretexts for covering up additional unwarranted increases in prices on the claim that such increases will be necessitated by the increased cost of railroad transportation.

Working Rules to Be Made. "The exceptions above referred to, as to freight car repairmen and as to car inspectors, are as to such employees at outlying points other than shops and main line terminals, at which points the work, generally speaking, is not continuous.

SENTRY TELLS HOW REDS KILLED CZAR

Says Jurovsky and Nine Letts Shot Royal Family With Revolvers.

SETS DATE AS JULY 17, '18

Crown Prince, Only One Who Survived First Attack, Was Shot Once More.

LONDON, Aug. 25.—Alleged authentic details of the killing of Emperor Nicholas of Russia and the other members of the Russian royal family at Yekaterinburg, July 17, 1918, was contained in a report drafted by an unnamed French officer who had been employed in an official capacity in southern Russia, was made public to-day by Reuters, Limited. The story purports to have been told by a sentry who guarded the royal family while its members were under detention.

Under the orders of Commissary Kurovsky, the account runs, the Emperor, the Empress, Crown Prince Alexis and the Grand Duchesses Olga, Anastasia, Tatiana and Xenia, together with Court Physician Botkin and three servants were taken to an underground room. No interrogatory took place. The Emperor carried his son in his arms because of the boy's inability to walk in consequence of illness. Jurovsky, another Bolshevik leader, and nine Lettish soldiers, the account continues, entered the room and immediately killed all the occupants with revolver shots.

The sentry, on hearing the reports, dashed into the room, he says, and saw eleven bodies lying on the floor. Only the Emperor's son was still alive. Seeing this, the narrator added, one of the Bolshevik party killed the Crown Prince with a pointblank shot.

Gen. Denikin, commander of the anti-Bolshevik forces in south Russia, has captured the town of Berdiansk on the Dnieper River, in the Government of Kherson, according to a dispatch to-day from Tass, the Russian news agency.

COPENHAGEN, Aug. 25.—The Estonian Press Bureau officially denies the report recently printed by the National Tidende that Great Britain is seeking a railway concession through Estonia to Russia or that negotiations are under way for the lease of the islands of Dagoe and Oesel.

The National Tidende declared that negotiations were proceeding for the lease of Dagoe and Oesel, in the Baltic Sea, to England for the construction of a railway concession through Estonia to Russia or that negotiations are under way for the lease of the islands of Dagoe and Oesel.

PEACE COMMISSION GETS WIRE CONTROL. Hoover Turns Over System Linking Central Europe.

PARIS, Aug. 25.—The great telegraphic communication system throughout Europe which comprised the special telegraph lines turned over to Herbert Hoover, head of the international relief organization, by the various European Governments and operated by the American Army and Navy personnel, is being handed over to the Peace Commission. As it forms the only link of communication through Central Europe.

NEW CABINET BEING SLATED IN HUNGARY. Socialists Get Three Seats—Archduke Contended.

PARIS, Aug. 25.—The resignation of the Hungarian Government of Archduke Joseph, previously reported in press advices, was announced in messages received by the Supreme Council to-day. The messages indicated that the resignation occurred at 8 o'clock Saturday night, and that the process of forming a new cabinet had begun.

Under Peace Treaty. The Malmédy district is a small strip of territory near the southern end of the boundary between Belgium and Prussia, with its western extremity forming an indentation in the Belgian province of Liege.

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